IN THE SPECIFICATION

Please amend the specification as follows:

1. Amend paragraphs [0001] and [0002] as follows:

--The present invention relates to a switching method and device on a ~~radiofrequency~~ radio frequency landing system of an aircraft, in particular for a civil transport airplane.

As ~~radiofrequency~~ radio frequency landing system for aircraft, there is known in particular an "MLS" ("Microwave Landing System"), which is used as a ~~radiofrequency~~ radio frequency means of aiding automatic or manual approaches including rollout. The operational requirements make it necessary to employ an MLS system making it possible to perform the same type of operations as an instrument landing system of "ILS" ("Instrument Landing System") type, with the exclusion of guidance on takeoff when the aircraft presents its back to the corresponding transmitting station.--

2. Amend paragraphs [0007] through [0014] as follows:

--the shape of the radiation patterns of the antennas of the ~~radiofrequency~~ radio frequency landing system.

To be able to carry out such an approach, it is necessary to install two antennas on the aircraft: one in the front lower part

and the other in the front upper part. More specifically, the significant discrepancy between the heading of the aircraft and the heading of the runway, combined with the attitudes of the aircraft during approach, necessitates the installation of an antenna in the upper part of the aircraft. Moreover, to comply with the 19-feet rule, the receiver of the ~~radiofrequency~~ radio frequency landing system must use the input which is connected to the lower antenna for the final phase of the approach.

The consequence of this antenna architecture is that the variation in the signal level received on the two ~~radiofrequency~~ radio frequency inputs of the receiver is not a phenomenon that can be reproduced from one approach to another (subject to the radiation patterns of the antennas which are dependent on the attitude of the aircraft and subject to its relative position with respect to the ground transmitter). Moreover, no physical law exists whereby it is possible to relate the signal level received on one of the inputs of the receiver, coming from the upper antenna, to the signal level received on the other input of the receiver, coming from the lower antenna.

In view of the radiation patterns of the antennas, it is moreover impossible to guarantee, during the final phase of approach, that the receiver input connected to the lower antenna

always receives more signal level than this same receiver's other input connected to the upper antenna.

Moreover, in addition to the aforesaid constraints, related to the architecture of the aircraft, there also exist constraints related to said receiver of the ~~radiofrequency~~ radio frequency landing system.

A first constraint is that, in order to be able to compute the information necessary for guidance, it must have a sufficient signal level on the ~~radiofrequency~~ radio frequency input, that is to say a signal level greater than the sensitivity of the receiver, on at least one of the two ~~radiofrequency~~ radio frequency inputs. The antenna architecture guarantees that at least one of the two inputs of the receiver receives a sufficient signal level.

A second constraint is that such ~~radionavigation~~ radio navigation equipment is not a measuring apparatus, and hence it is impossible to accurately measure a signal level at input. On the other hand, the receiver can formulate an item of information making it possible to determine which input of the receiver exhibits the highest signal level.

An object of the present invention is to remedy these drawbacks. It relates to a method making it possible to switch, simply and efficiently, between a first input, (connected to a

lower antenna) and a second input (connected to an upper antenna) of a receiver of a ~~radiofrequency~~ radio frequency landing system of an aircraft, while taking account of the aforesaid constraints.--

3. Amend paragraphs [0037] through [0044] as follows:

--The present invention also relates to a switching device for carrying out switchover, on a ~~radiofrequency~~ radio frequency landing system of an aircraft, between at least:

a first input of a ~~radiofrequency~~ radio frequency receiver of said ~~radiofrequency~~ radio frequency landing system, which input is connected to a first antenna disposed on a lower part of the aircraft and receives a first signal; and

a second input of the ~~radiofrequency~~ radio frequency receiver of said ~~radiofrequency~~ radio frequency landing system, which input is connected to a second antenna disposed on an upper part of the aircraft and receives a second signal.

According to the invention, said device is noteworthy in that it comprises means able to implement the aforesaid method.

Additionally, the present invention also relates to an aircraft ~~radiofrequency~~ radio frequency landing system, of the type comprising:

a first antenna, which is disposed on a lower part of the aircraft;

a second antenna, which is disposed on an upper part of the aircraft; and

a ~~radiofrequency~~ radio frequency receiver comprising;--

4. Amend paragraphs [0051] through [0059] as follows:

--FIG. 1 is the schematic diagram of a ~~radiofrequency~~ radio frequency landing system in accordance with the invention.

FIGS. 2 to 4 are graphics making it possible to explain a first embodiment of the invention.

The ~~radiofrequency~~ radio frequency landing system 1 in accordance with the invention and represented diagrammatically in FIG. 1, for example of the "MLS" ("Microwave Landing System") type, is intended to aid an aircraft (not represented), for example a civil transport airplane, during its approach to a landing runway with a view to its landing, and optionally during rollout over this runway.

Accordingly, said system 1 carried on board the aircraft comprises:

a first antenna 2, which is disposed on a lower part (preferably at the front) of the aircraft;

a second antenna 3, which is disposed on an upper part (preferably at the front) of the aircraft;

a ~~radiofrequency~~ radio frequency receiver 4 comprising;

a first (~~radiofrequency~~ radio frequency) input 5, which is connected to said first antenna 2 by a link 5A;

a second (~~radiofrequency~~ radio frequency) input 6, which is connected to said second antenna 3 by a link 6A;--

5. Amend paragraphs [0072] and [0073] as follows:

--for initialization, the receiver 4 chooses the ~~radiofrequency~~ radio frequency input 5, 6 which exhibits first a signal level sufficient to perform the first computation of the azimuth; and

if the two ~~radiofrequency~~ radio frequency inputs 5, 6 exhibit the same signal level, then the ~~radiofrequency~~ radio frequency input 5 connected to the lower antenna 2 is selected, to perform the computation of the deviations (azimuth).--